

Agenda Item A6	Committee Date 7 January 2013	Application Number 12/00632/FUL
Application Site Greaves Hotel Greaves Road Lancaster Lancashire		Proposal Erection of 54 extra care apartments for the over 70s (use class C2) with associated landscaping & car parking
Name of Applicant YourLife Management Services Ltd And Mitchells Of Lancaster		Name of Agent Mr Chris Butt The Planning Bureau Ltd
Decision Target Date 28 November 2012		Reason For Delay Awaiting consultation responses, amendments and committee cycle
Case Officer		Mrs Jennifer Rehman
Departure		No
Summary of Recommendation		Approval – subject to no significant objections being raised by consultees and members of the public in response to the recently received amended plans and supporting information and confirmation that the developer is agreeable to the suggested off-site highway works and the retention of existing trees

1.0 The Site and its Surroundings

- 1.1 The site that is the subject of this application relates to the Greaves Hotel and associated car park located circa 1km south of Lancaster city centre. The proposal site is a rectangular shaped parcel of land covering 0.32 hectares with the existing hotel occupying the northern part of the site. South of the hotel, the associated car park covers approximately two-thirds of the overall plot. The main vehicular access is off Ash Grove.
- 1.2 Greaves Road (or the A6) runs along the entire eastern boundary of the site. This road is the main vehicular route into and out of the city from the south. There is a mix of property types, scales and uses along this road. North of the site, fronting Greaves Road, is a row of three storey terraced properties with commercial uses operating mainly from the ground floors. South of the site, fronting Greaves Road, is a row of single and two storey buildings (at the Greaves Road level), again, with commercial uses operating from ground floors. The buildings immediately adjacent to the site extend over more than two storeys to the rear due to the changes in land levels. Beyond the hotel frontage, a high stone wall extends along the entire eastern boundary.
- 1.3 The northern boundary to the site fronts Brunton Road. Here the site faces a modern row of two storey mews-like properties, which are situated behind commercial premises fronting Greaves Road. To the west runs Ash Grove, a residential street linking Brunton Road to Bridge Road. This street comprises a short row of traditional two-storey stone under slate properties directly facing the application site; an end terraced property to West Street siding onto the street; the allotment gardens at the southern end close to the junction with Bridge Road, and another short row of terraced properties located to the south of the site. A high stone wall with some mature planting behind runs

along the majority of the western boundary to the site with the exception of the vehicle access point located in the south western corner of the plot. The southern boundary sits adjacent to properties off Greaves Road and Ash Grove with a high stone wall forming the majority of this boundary. Surrounding land uses are predominately residential with the exception of some commercial uses fronting Greaves Road.

- 1.4 The topography of the area is particularly notable with land levels falling quite steeply in a westerly direction from approximately 70m AOD at Lonsdale Place (equidistance between Bowerham Road and Greaves Road) to circa 35m AOD at the West Coast mainline (bottom of Bridge Road). The difference in land levels between Greaves Road and Ash Grove is approximately 5m.
- 1.5 The application site sits opposite Belle Vue Terrace (east of the site beyond Greaves Road). This street is very distinctive and is made up of three rows of terraced properties occupying an elevated position over Greaves Road and land to the west. The properties are in residential use, benefiting from pleasant garden areas to the front, yards and gardens beyond to the rear with no or very limited off-street parking. The properties are large stone built terraces generally over three and two storeys high with (in a number of cases) basement and attic accommodation. The road itself is relatively narrow, tree lined and not heavily used by vehicles. It is, however, a popular pedestrian/cycle route into and out of the city centre from the Greaves area, commonly known as the "Monkey Run". Belle Vue Terrace is located within the Greaves Conservation Area. The actual boundary of the conservation area roughly extends from Pointer Roundabout southwards along the eastern side of Greaves Road, covering Greaves Park and associated buildings, Belle Vue Terrace to land and property just south of Fern Bank.
- 1.6 Other than the close proximity of the site to the Greaves Conservation Area there are no other specific land designations affecting the application site. This site is located within the main urban area of Lancaster with extremely good links to public transport and the strategic cycle network.

2.0 The Proposal

- 2.1 The applicant seeks planning permission for the erection of a purpose built Assisted Living scheme for the elderly (over 70's) over five storeys with a total floor area of 5,270 square metres. The accommodation comprises 54 "extra care" apartments - 34 one bedroom and 20 two bedrooms units, together with communal facilities including a residents lounge, function room, restaurant/kitchen, laundry, staff accommodation, refuse, cycle and scooter storage. This is a specialist form of accommodation designed to provide independent living for the frail elderly with day to day care in the form of domestic assistance, personal care and lifestyle support tailored to the owners' individual needs which is paid for through a service charge. The "extra care" concept enables the frail elderly to buy in care packages to suit their needs as they change over time. The average age on entry to the Assisted Living schemes operated by the applicant is 83 years.
- 2.2 The proposed development has an inverted 'L' shaped footprint with the façade of the Greaves Hotel forming a focal point to the development. The section running along Greaves Road extends approximately 39.5m with a maximum width of circa 22m and a minimum width of 10m. The overall width of this element varies over the five storeys, generally reducing as the height of the building increases. The maximum height of the building is 13m taken from the floor level of the car park (not Greaves Road). The element of the building which runs along Brunton Road behind the existing façade of the Greaves Hotel measures approximately 23m with a width varying from 20m to 13.5m. The height of this wing is 13.5m at the point it adjoins the façade of the existing hotel, dropping to 11m then just short of 6m at its lowest point (heights taken from floor level of car park).
- 2.3 As shown on the submitted plans, the proposal involves the retention of the façades of the Greaves Hotel. This involves the retention of the walls to the north, east and west only. These walls will be propped up (in consultation with a Structural Engineer) and the roof re-roofed to the same profile in slate to match existing. The internal arrangement and fabric of the building will be completely removed partly a consequence of the requirement to have a single mass and footprint in order to meet functional requirements of the accommodation, in particular, ease of movement.
- 2.4 For clarification the layout of the accommodation comprises the followings:

Lower Ground Floor: 3 x 1 bedroom apartments; 3 x 2 bedroom apartments; function room; residents lounge; dining room/restaurant and kitchen; staff day room and overnight accommodation; guest

room; office; laundry; refuse and cycle/mobility scooter store.

Upper Ground Floor: 8 x 1 bedroom apartments and 7 x 2 bedroom apartments

First Floor: 10 x 1 bedroom apartments and 4 x 2 bedroom apartments

Second Floor: 9 x 1 bedroom apartments and 4 x 2 bedroom apartments

Third Floor: 4 x 1 bedroom apartments and 2 x 2 bedroom apartments

In addition to above, the scheme also provides a combination of private and semi-private space. This comes in the form of balconies, a winter garden, a roof terrace at third floor, and external gardens and landscaping at ground floor level behind the proposed building. At the southern end of the site undercroft and external parking is proposed for 23 vehicles with a suitable area for turning. The main vehicular access to the development will be off Ash Grove via a new access located 4m north of the existing access. The main pedestrian entrance to the development will be off Greaves Road at the upper ground floor level, with a second access point via Brunton Road at the lower ground floor level. There are various access points at the lower ground levels from the proposed accommodation into the landscaped garden area. A 13 person lift will serve all floors of accommodation.

- 2.5 The application has been submitted with a series of supporting documents including a noise impact assessment, bat report, Phase 1 and 2 desk report (contaminated land), preliminary services appraisal (utilities), transport statement, statement of community involvement, planning and design and access statements and a tree survey/report. With regards to the latter, the proposal involves the removal of only 1 tree (the mature sycamore to the north of the site). Extensive landscaping and planting is proposed within the site. There are no protected trees affected by the proposal.

3.0 Site History

- 3.1 There is no relevant planning history to consider in the determination of this application. The site has been a public house/hotel for some considerable time with the most recent application submitted to the local planning authority back in 2007 for the erection of a canvas awning. Previous to this, in 1990, was an application for the change of use and conversion of a workshop to provide an eight bedroom annex to the hotel. These applications are listed in the table below:

Application Number	Proposal	Decision
07/00705/FUL	Erection of a canvas awning	Permitted
90/00512/FUL	Change of use and conversion of workshop to eight bedroom annexe to hotel	Permitted

4.0 Consultation Responses

- 4.1 The following responses have been received from statutory and internal consultees:

Consultee	Response
County Highways	<p>No objections to the principle of the development subject to the following matters being resolved:</p> <ul style="list-style-type: none">▪ Mobility spaces and car parking numbers to increase marginally from submission▪ Car parking management strategy to be provided to demonstrate sufficient space for visitors▪ Visitor cycle provision to be provided <p>Amended plans and further supporting information has now been provided. County Highways have been re-consulted on the proposal. Comments from County Highways will be verbally presented at the planning committee.</p>

	<p>Subject to the submission of satisfactory further information, the following conditions are required:</p> <ul style="list-style-type: none"> ▪ Access details to be provided in full ▪ Closure of existing access ▪ Scheme for off-site highway works (s278 works) ▪ Implementation of off-site highway works before occupation ▪ Details of layout and provision of car parking to be submitted and thereafter provided and retained ▪ Mobility spaces / cycle provision ▪ Wheel washing facilities
Conservation Officer	<p>No objections to the principle of developing the site or the contemporary design and scale. However, the Conservation Team currently object on the grounds of inappropriate choice of materials and lack of detail provided within the Design and Access Statement relating to the significance of Heritage Assets and the impact of the development on that significance. Amended plans and further supporting information have been submitted. The Conservation Officer has been re-consulted on the amended plans. Members will be verbally updated of their comments.</p>
Civic Society	<p>No objections to the re-use of this derelict site but have raised some concerns:</p> <ul style="list-style-type: none"> ▪ The external materials should be natural stone not reconstituted stone ▪ Hopes the overall effect will not appear cramped ▪ Concerns about potential increase in on-street parking ▪ The west elevation facing Ash Grove is in-active and dull – needs some articulation
Tree Officer	<p>No objections subject to modest revisions to the landscaping proposal to include the existing trees retained along the western boundary and conditions in relation to landscaping, tree protection and a tree work schedule.</p> <p>Revised plans have been submitted which fail to show the retention of existing trees (with the exception of T4). On this basis, the Tree Officer now objects to the development.</p>
Environmental Health Service	<p>No objections subject to the following conditions:</p> <ul style="list-style-type: none"> ▪ Hours of construction ▪ Implementation of mitigation measures outlined in noise assessment ▪ Scheme for dust control ▪ Unforeseen contamination
County Ecology	<p>No objections subject to the following conditions:</p> <ul style="list-style-type: none"> ▪ If no demolition occurs within 12 months of the bat survey, further bat survey work must be undertaken and if necessary mitigation proposed ▪ Bat and bird boxes to incorporated into the new build
Lancashire Fire and Rescue Service	<p>Recommend that the scheme fully meets all the requirements of part B5 of the Building Regulations.</p>
Natural England	<p>No objections. Natural England has indicated that the proposal does not appear to affect any statutory protected site or landscape, or have significant impacts on the conservation of soils, nor is the proposal EIA development. In terms of protected species, standing advice has been provided.</p>

5.0 Neighbour Representations

- 5.1 The application has been appropriately publicised in the local press, three site notices posted close to the site and individual letters sent to nearby residential properties.

At the time of compiling this report, circa 48 letters of objection have been received, together with two individual petitions (one with 30 signatures relating to how the development would have an adverse impact on the living conditions for residents in the Greaves Area and another with 138

signatures relating to how the development would affect the enjoyment/views for people walking into town along Belle Vue Terrace/Greaves Road). The reasons for opposition are summarised as follows:

The submission

- Misleading submission - the design and access statement shows the adjacent buildings as 3 storeys high when they are actually single or two storeys high.
- The traffic implications have been glossed over by the developer and in reality the impacts caused by increasing on-street parking will be unacceptable
- When the developers assessed parking levels it was in the middle of the day and in the middle of the summer holidays – not typical of parking in the area
- Interpretation of traffic data may be flawed – parking surveys do not include visitors, carers expected to park at the site - what parking restrictions will apply to the proposed parking area
- Various statements in the planning statement are disputed by residents.

Visual and Heritage Impacts

- The proposal lacks compatibility with the design, scale and density of existing development in the Greaves area and therefore out of character and detrimental to the visual amenity of the local area. The scheme has been described as excessive in scale, monolithic, a high-rise building of industrial scale.
- Adverse impact on the character and setting of the Conservation Area, in particular the setting of Belle Vue Terrace and views into and across the Conservation Area.
- The design does not promote Lancaster as a heritage destination - allowing this development will fail to protect the unique townscape character for future generations.
- The developer's view their proposal as “plugging the gap” – residents believe there is no gap to fill and the gap actually provides a welcome break in the build form along the A6.
- Use of zinc roofing material is discordant with surroundings (mainly pitched slate roofs).
- The façade is too long and uninteresting – no other building in the area with comparable length (some residents describe it as ugly). Additional architectural detail is required to break up the massing of the development to introduce the terrace-like rhythm notable on surrounding buildings.
- The proposed wall is un-neighbourly and not in keeping with the area – lower walls with railings would be more welcoming.

Highway Impacts

- Inadequate parking - 22 spaces for 54 residents, staff, visitors and deliveries is not sufficient.
- Proposal will lead to an increase in on-street parking on surrounding streets which are already suffering from congestion. The increase in traffic on the side roads, which are quite narrow especially when double parked on either side of the road, would increase the risk of accidents and become potentially dangerous. Refuse vehicles already struggle on these narrow roads
- Increase in traffic on the A6 will increase pollution
- Road and pedestrian safety is a concern, especially for wheelchair users. The adjacent streets in the winter months can be closed due to unsafe conditions – where do people park then?
- Resident parking permits on the adjacent streets could resolve some concerns about increase in on-street parking.
- Carers and residents (over 70) are hardly likely to use public transport

Amenity

- Loss of natural light to nearby residents - this will affect people's well-being, the enjoyment of gardens facing the site and also affect growth of trees along Belle Vue Terrace.
- Developing in this gap would increase traffic noise pollution - the gap currently provides relief from refraction of noise and traffic pollution.
- Health implications as a result of increase noise and traffic pollution
- The Noise Assessment only assesses future occupants not the wider community
- The development would, by virtue of the increase in noise and pollution, make the area an undesirable place to live. This could result in the gradual down grading of areas such as Belle Vue Terrace, which have taken a long time to improve over the years. This could also affect the social demographics of the area
- Loss of views over the roofscape of Greaves and to Morecambe Bay beyond – hence the name “Belle Vue”, the view include the chapel at Ripley St Thomas

- Unacceptable overshadowing and overbearing impact to residents on Ash Grove – breach of 21m separation rule.
- Loss of privacy and overlooking from the development (flats, roof terrace and garden areas)
- Increase in pedestrian traffic will also lead to loss of privacy (Ash Grove)
- The building is too close to neighbouring buildings resulting in a loss of light (relates to neighbouring business premises)
- Overcrowding to the area

Other issues

- Lack of attention to spatial planning and the nature of places and how they function
- Reduction in property values
- Who is the development is actually catering for – an able group (as suggested by some of the accommodation proposed, such as the restaurant, or a less able group, as suggested by the lack of parking spaces proposed?)
- Is there actually a need for a large scale retirement home – there are similar forms of accommodation vacant in the city.
- Small scale provision for the elderly is far more homely than large scale developments where a sense of belonging is hard to find.
- Cowan Construction (neighbouring business) have indicated the development would affect the structure of their property and Greaves Road.
- Adverse impact on neighbouring business – impact by construction noise.
- Due to the nature of Belle Vue in the evening, and especially at the weekend, residents here park their cars on surrounding streets to avoid vandalism and damage. Increase in on-street parking from the development will result in fewer spaces to park
- It appears the decision to build the development has already been decided despite public opposition/thoughts – there are few benefits to the proposal
- Employment benefits likely to be poorer than expected, similarly, the proposal will not support local businesses and shops as there are on-site facilities such as hairdressers/restaurant.
- Loss of community facility/public house
- The proposal should consider the wider proposals for Lancaster as a whole – The Castle – and the need for supporting other heritage developments.
- Alternative uses have been suggested, including a community venue, such as the Gregson Centre, or retention of the hotel and extension to support future proposals for Lancaster as a whole, including the Castle.
- The proposal is not affordable – the Local Housing Needs survey requires affordable homes for the elderly.

Despite the severity of objections, some residents have indicated they do not object to the principle of the development but would wish to see the development a storey lower with more on-site parking.

At the time of compiling this report, 8 letters of support have been received. The reasons for support include:

- There is a need for elderly accommodation which offers extra care
- The development is sympathetic to the building and a vast improvement to the area
- The site is ideally located close to public transport, shops, amenities, the hospital and churches

Nearby residents have also been notified of the amendments and further information that was submitted in early December. Members will be verbally updated of any further representations submitted at the Planning Committee.

6.0 Principal Development Plan Policies

6.1 The National Planning Policy Framework (NPPF) indicates that the purpose of the planning system is to contribute to the achievement of sustainable development. Paragraph 7 states that there are three dimensions to sustainable development: economic, social and environmental; and that these roles are mutually dependent and should be sought simultaneously through the planning system.

At the heart of the NPPF is a ***presumption in favour of sustainable development***. The following paragraphs of the NPPF are relevant to the determination of this proposal:

Paragraph 17 (Core Principles) sets out 12 core land-use planning principles which should underpin both plan-making and decision taking. The principles which are relevant to this application state that planning should: be genuinely plan-led; be a creative exercise in finding ways to enhance and improve places; be supportive of sustainable economic development, identify and meet local needs (in particular housing needs and affordability); seek high quality design and good standards of amenity; take account of different roles and character of different areas; encourage the use of previously developed land and make the fullest possible use of public transport, walking and cycling.

Paragraph 32 (Sustainable Transport) relates to development and highway implications. Amongst a number of objectives it requires development and subsequent decision-taking to take into account whether there is safe and suitable access for all people; and that improvements to the transport network can be undertaken that cost effectively limit the significant impacts of the development. It specifically goes on to state that development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe.

Paragraph 35 (Sustainable Transport) states that development should be located and designed where practical to (amongst a number of measures) give priority to pedestrian and cycle movements, and have high access to public transport facilities; and create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.

Paragraphs 47-55 (Housing) relates to the delivery of a wide choice of high quality homes, indicating that the presumption in favour of sustainable development specifically applies to housing development applications. It sets out how local authorities should boost, manage and deliver housing which meets identified local housing needs having regard to current and future demographic trends, market trends and the needs of different groups in the community such as older people and people with disabilities.

Paragraph 56 (Design) states that the Government attaches great importance to the design of the built environment and stresses that good design is a key aspect of sustainable development and is indivisible from good planning. To emphasise the importance of this statement **paragraph 64** (under the design section) clearly states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.

Paragraph 61 (Design) goes on to state that although visual appearance and the architecture of individual building are very important factors, securing high quality design and inclusive design goes beyond aesthetic considerations. Planning should address the connections between people and places and the integration of new development into the natural, built and historic environment.

Paragraph 69 (Communities) indicates that the planning system plays a vital role in facilitating social interaction and creating healthy, inclusive communities. In relation to housing development, planning policies and decisions should aim to achieve places which promote safe and accessible environments where crime and disorder and the fear of crime do not undermine quality of life or community cohesion.

Paragraph 109 (Landscapes) requires the planning system to contribute to and enhance the natural and local environment. In particular, valued landscapes should be protected and enhanced and the impacts on biodiversity minimised. **Paragraph 118** sets out a number of principles which should aim to preserve and enhance biodiversity. The guidance set out in paragraph 118 indicates that where development causes significant harm, with no adequate mitigation or compensation proposed and accepted as commensurate to the harm, that the development should be refused.

Paragraphs 126-141 (Heritage) aim to conserve and enhance the historic environment, acknowledging that the historic environment positively contributes to sustainable development. This section within the Framework states that when determining planning applications, local planning authorities require applicants to describe the significance of any heritage assets affected, including any contribution made by their setting in order to understand the potential impact of the proposal on their significance. It goes on to state that local planning authorities should take account of the desirability of sustaining and enhancing the significance of heritage assets and the desirability of new development making a positive contribution to local character and distinctiveness. Where a proposed development will lead to a substantial harm or total loss of significance of a designated heritage asset, consent should be refused, unless there are substantial public benefits that outweigh

the harm or loss caused.

6.2 Lancaster District Core Strategy

Policy **SC1** (Sustainable Development) seeks to ensure that new development proposals are as sustainable as possible, minimise greenhouse gas emissions and are adaptable to the likely effects of Climate Change and sets out a range of criteria against which proposals should be assessed. Development should be located in areas where it is convenient to walk, cycle or travel by public transport between homes, workplaces, shops and other facilities, uses energy efficient design and construction practices, incorporates renewable energy technologies and is compatible with the character of the surrounding landscape.

Policy **SC2** (Urban Concentration) seeks to build healthy sustainable communities by focusing development in the main urban areas of the District thereby reducing the need to travel and regenerate areas of need. Over the plan period the Strategy seeks to direct 90% of new dwellings within Lancaster, Morecambe, Heysham and Carnforth.

Policy **SC4** (Meeting the District's Housing Requirements) seeks to manage and control the release of housing sites within the District in order to deliver and meet local housing needs. The Council will aim to maximise the opportunities offered by the development of new residential development to redress imbalances in the local housing market, achieve housing that genuinely addresses identified local housing need, such as that required for the elderly, and secures units of affordable housing in perpetuity.

Policy **SC5** (Achieving Quality in Design) requires new development to be of a quality which reflects and enhances the positive characters of its surroundings, including the quality of the landscape, results in an improved appearance where conditions are unsatisfactory and complements and enhances public realm. The Council recognises the importance of environmental quality, both townscapes and natural landscapes, and seeks to work with developers to maintain and improve the quality of new development.

Policy **SC6** (Crime and Community Safety) seeks to use spatial planning to enhance community safety principally through good design (incorporating Secure by Design principles), greater use of pedestrian and cycle networks and open spaces.

Policy **E1** (Environmental Capital) seeks to safeguard and enhance the District's Environmental Capital. In particular, this policy seeks to protect, conserve and enhance conservation areas, listed buildings and protected landscapes; direct development to locations where previously developed land can be recycled, and; resisting development which would have a detrimental impact on environmental quality and public amenity. In particular the policy seeks to resist development in places where environmental risks including those risks from flooding cannot be properly managed.

Policy **ER7** (Renewable Energy) seeks to maximise the proportion of energy generated in the District from renewable sources where compatible with other sustainability objectives.

Policy **E2** (Transportation Measures) seeks to minimise the need to travel by car principally by focusing development in town centres and other locations which offer a choice of modes of transport; improving walking and cycling networks; and ensuring new development integrates with existing cycle links and/or provides opportunities to remove barriers and create new links.

6.3 Saved Policies of the Lancaster District Local Plan

Policy **H17** (Sheltered Housing) requires proposals for sheltered housing to be located in sites that are accessible to the main bus routes and local services and facilities.

Policy **H19** (Development on Small Sites) states that new residential development will be permitted which does not result in a loss of greenspace; would not have an adverse effect on the amenities of nearby residents; provides a high standard of amenity; makes adequate provision for the disposal of sewage and waste water and makes satisfactory arrangements for access, servings, cycle and car parking.

Policy **E13** (Trees and Woodland) states that development which would result in a significant

adverse effect on, or involve the loss of significant trees or significant areas of woodland will not be permitted.

Policy **E35** (Conservation Areas and their Surroundings) states that development proposals which would adversely affect important views into and across a conservation area or lead to an unacceptable erosion of its historic form and layout, open spaces and townscape will not be permitted.

Policy **R21** (Access for People with Disabilities) - requires disabled access provision.

Supplementary Planning Guidance Note: 12 'Residential Design Code' (**SPG12**) sets out key design principles for all new residential development, such as separation standards, privacy considerations, amenity space and consideration of local distinctiveness.

6.4 Other policy documents

Local House Needs and Demand Survey 2011 - Local Plan Consultation Final Report (Summer 2012). Amongst a plethora of statistics and key facts, this document clearly states that the most significant feature in future demographics of the District is the projected growth in the 65+ age group and within this, the 85+ age group, which is forecast to increase by 138.2% between 2008 and 2033. The forecasted rise in the elderly population is a significant issue and must be dealt with strategically. It also indicates that the demand for supported accommodation is predominately for independent accommodation with visiting support. This report also suggests that tackling under-occupation of family houses to make best use of the existing housing stock would make a positive contribution to meeting housing needs.

7.0 Comment and Analysis

7.1 The main planning issues to be assessed in the determination of this application are as follows:

1. Whether the principle of developing the site for residential purposes constitutes sustainable development and addresses local housing need;
2. Whether the design and layout of the development respect the character, fabric and urban form of the area (including the impact upon heritage assets);
3. Whether the development has an acceptable relationship with neighbouring properties and provides adequate amenity for future occupants;
4. Whether the development is acceptable in terms of highway safety and convenience.

7.2 **Principle of development**

At the heart of the NPPF is a presumption in favour of sustainable development. This is echoed in the Council's Core Strategy. The application site is a brownfield site within the urban area of Lancaster city; it is within walking distance of local shops and services with very good links to public transport. Surrounding land uses are predominately residential with the exception of some mixed commercial uses on Greaves Road. In land use planning terms, the principle of development on the site for residential purposes is acceptable and would constitute sustainable development. As the NPPF points out there are three dimensions to sustainable development; social, environmental and economic and that these elements are mutually dependent. To appreciate fully whether the proposal truly constitutes sustainable development one has to assess wider social and economic aspects of the proposal, in particular whether the proposal meets local housing needs.

7.3 The proposed development offers a specialist form of accommodation with a very specific role aimed at catering for the frail elderly. The average age on entry to McCarthy and Stone Assisted Living schemes is 83 years of age. This type of accommodation provides a minimum level of care on entry, with additional personal care packages tailored to individual needs if required. It also provides significant communal facilities, such as a restaurant, kitchen, residents' lounge, laundry and staff/support accommodation. This level of communal space is not found within typical category II retirement housing schemes. As a result, service charges for each unit are set fairly high when compared to other forms of sheltered housing. For example, the average service charge in a Category II retirement scheme (for McCarthy and Stone) is between circa £30-£40 per week. This compares to approximately £95-115 per week in Assisted Living Extra Care schemes. The applicant has provided details (in the form of committee reports) for similar Assisted Living schemes considered by other authorities in the UK. The reason for this is to ascertain that the proposed development falls within the C2 'Residential Institution' use class. A C2 use is a 'use for the

provision of residential accommodation and care to people in need of care (other than a use within class C3 (dwelling houses)'. "Care" is defined in Article 2 (Interpretation) of the Use Class Order as meaning "personal care for people in need of such care by reason of *old age, disablement....*and in the C2 use class also includes medical care and treatment". Whilst the proposed development provides leasehold, self-contained accommodation and therefore affords residents as much independence as possible, it is contended that given the nature and extent of communal facilities and the minimum level of care offered on entry, which is reflected in the service charges, that the proposed development would fall within the C2 use class. The fact that the management company intending to operate the proposed development has to be registered with the Care Quality Commission reaffirms the view that the development falls within the C2 use class. On this basis there is no requirement to seek contributions towards affordable housing and/or public open space as would be required when considering general housing development.

- 7.4 The proposed development is aimed at attracting the older population of 70 years plus. The basic concept is to maintain independent living though the availability of self-contained homes within a single building providing accessible communal facilities and necessary care and domestic assistance. Each unit is designed to full wheelchair housing standard with level access, walk in showers, and access to an emergency help line. The communal facilities also have emergency help lines fitted and CCTV with 24 hour staff cover, typically consisting of a Manager assisted by teams of Deputy Managers and support staff. Yourlife Management Services Ltd are McCarthy and Stone's chosen management company, registered as a Domiciliary Care Agency. The very nature of these Assisted Living schemes brings social, housing and planning benefits. With regards to social and economic benefits, the development will generate approximately 14 full time and 9 part time jobs, plus any additional personal care residents may chose to bring in. The proposal provides a type of accommodation which aims to create a sense of community and independence with the comfort of security and assistance when needed for the elderly which choose to live in such accommodation. In addition, there are arguments in favour of purpose built Extra Care schemes because they potentially help reduce the demands for other public services, such as the NHS by having a number of similar people requiring similar levels of care under one roof. Thereby providing clear social and economic benefits to the wider community.
- 7.5 In terms of need for Extra Care accommodation, there are national and local statistics that indicate that the population of the UK is aging. One of the key recommendations from the local housing needs and demands survey is to address the future growth in older people and frail households. The proposed development clearly meets our local housing needs requirements. It also provides the opportunity of freeing up under occupied homes and rebalancing the housing stock. The proposed development, despite objections to the contrary, fully complies with the requirements of the NPPF and policies SC1, SC2 and SC4 of the Core Strategy, relating to sustainable development and housing needs.
- 7.6 Having concluded that the principle of development is acceptable in planning terms the next section of the report relates to design.

Design/Heritage/Visual Amenity

The evolution of the development has gone through a process of community involvement, pre-application discussions with the local planning authority and has been subject to Places Matter! Design Review. It is acknowledged that the design and scale of the proposal has been the subject of much debate before and while the application has been pending amongst professionals and members of the public alike. There is a significant amount of opposition to the scheme with one of the key concerns relating to the scale and design of the development and the impact on the character and local distinctiveness of the Greaves Area, in particular the Greaves Conservation Area.

7.7 Design Considerations

The NPPF places great emphasis on good design and states that good design is a key aspect of sustainable development and is indivisible from good planning. It also states that planning decisions should aim to ensure that developments respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation. Equally development should be visually attractive as a result of good architecture and appropriate landscaping. Design can be a very subjective matter - the way in which people respond to new development and its design depends on the beholder and where the development is viewed from. As a consequence, the developer had taken the scheme to the Places Matter! Design Review

- recognised as a respected method for improving the quality and design of new build, used particularly in sensitive locations or for major proposals. One of the key messages in the NPPF regarding design is not to stifle innovation and originality or impose architectural styles, so long as development seeks to promote or reinforce local distinctiveness. In this case, the design approach to the development, which involves the retention of the facades of the original hotel with a glazed link to contemporary blocks, works well in design terms. The retention of the facades acknowledges the contribution the original hotel makes to the local townscape. This part of the development purposefully aims to ensure the existing building, albeit only its external walls, remains a key landscape feature in the streetscene and the local area. The glazed links to the modern parts of the development reaffirms the importance of the existing building and ensures it is a dominant element to the overall scheme. The main bulk of the new build is contemporary with large roofs integrating roof terraces. This approach was welcomed by Places Matter. The simple lines and fenestration which run through the new build, together with a very simple and contrasting roof forms allows the hierarchy of the original to be maintained and celebrated. The proposed development results in a large “wing” fronting Greaves Road. This is a large single mass of building over 5 floors, although appears less from Greaves Road due to the site topography. The bulk and massing of the development is broken up and carefully articulated through changes in materials and window patterns. The Greaves Road elevation is very simple in its form but carefully detailed to ensure its massing is not overbearing. This is achieved by the subtle rhythm of vertical recessed panels, a strong repetitive window pattern and appropriate use of materials. For clarification the proposed materials are now natural stone (ashlar and pitched-faced) with zinc cladding. In terms of townscape, the proposed development has not been designed to look like the historic buildings that surround it, but to ‘fit in’ and promote local distinctiveness without causing undue harm to the local townscape and environment. The rear elevation of this main block (when viewed from Ash Grove and surrounding streets, including Bridge Road) takes the same approach to the front elevation, although the massing is reduced by the presence of the roof garden. The contemporary block which extends off the rear of the original building, extending downhill fronting Brunton Road takes the same design approach to that facing Greaves Road in order to ensure the design is consistent and not overly fussy or complicated. Places Matters! endorsed a very simple and local palette of materials – this is achieved in the proposed design. This elevation is less bulky as the scale of the development steps down the hill; a glazed link is proposed to maintain the significance of the original building. Overall, it is contended that the design approach to the development is considered appropriate for this site and its surroundings. With regards to the principle of developing on the hotel's car park, this is not debated as it is a brownfield site in a sustainable location. The developer describes the development as ‘healing the gap’, although objectors will dispute this point. From a planning perspective, it is contended that it is just circumstances that have led to this site being open (as a car park) for as long as it has, and that it is fortuitous the ‘gap’ has not been developed before (for those that believe the ‘gap’ in the streetscene is valuable), rather than by design. The loss of the car park when viewed from Greaves Road street level would result in a sense of diminished openness, however, from an urban design and townscape perspective, this would not significantly adversely affect the character of the area, as the majority of Greaves Road is built up on either side.

7.8 *Heritage Considerations*

As noted at the beginning of this report, the site is located close to the Greaves Conservation Area and as such the impact of the development on the setting of the Conservation Area is a material planning consideration. Amongst the many reasons for opposition, one of the reasons relates to the impact of the setting of the conservation area, mainly Belle Vue Terrace which falls within the boundaries of the designated heritage asset and is located opposite the proposed site. It is understood, that many of the objectors (but not all) are not necessarily opposed to development on the site but they are significantly concerned about the height and its design. One of the most distinctive features of the conservation area is the tree lined Belle Vue Terrace, which was built in five phases from c.1851 when the owner of Belle Vue House sold off land to property speculators. The Terrace and surrounding roads, Belle Vue Drive and Belle Vue Avenue, therefore derive their names from Belle Vue House, which is outside the Conservation Area, and is situated above the terrace, to its east. Belle Vue Terrace is a narrow street, which runs parallel to Greaves Road but at an elevated position. As a consequence, the Terrace sits above the application site overlooking the roofscape to the west. The development will, due to its scale, prevent the open views some residents of Belle Vue Terrace have previously enjoyed. Whilst this is unfortunate to those residents living directly in front of the proposed site (not all of the properties on Belle Vue Terrace), the development of the car park and the loss of the ‘gap’ site in the street would not be detrimental to the wider cityscape or the setting of the conservation area, although views towards the conservation area from the west (which is downhill of the site) will lose views of Belle Vue Terrace. In terms of

heritage policy, the loss of some views and glimpses of the conservation area from outside the conservation area would not, on balance, result in substantial harm or loss of significance of the designated heritage asset to substantiate a refusal of planning permission. The revised heritage addendum and amended plans, which show the building to be constructed and finished in natural stone, now satisfies the requirements of the NPPF and Core Strategy policy SC5 and E1. This also resolves the only reason for objection from the Council's Conservation Officer. The Conservation Officer has been re-consulted on the amended plans, a verbal update will be provided.

7.9 *Trees and Landscaping – Visual Amenity*

There are no protected trees on the application site or within close proximity to be affected by the development. The applicant has submitted an arboricultural report, tree survey document and tree constraints plan. A total of 9 nos. individual trees have been identified to include hawthorn, ash, sycamore, rowan, holly and cypress. Only Tree 4 (T4), a mature sycamore established to the north of the site, has been identified for removal based on its condition and the physical conflict with the adjacent retaining boundary wall. No other trees have been identified for removal in the report although the revised site plans seem to indicate that existing trees will be removed. Clarification has been sought on this matter. It is hoped that the proposal will involve the retention of these existing trees, particularly along the western boundaries as they contribute to the visual amenity of the area and will, to a certain degree, provide some relief between the development and neighbouring residents. Aside from this, however, the applicant has submitted a detailed landscape scheme which details planting a total of 30 new trees, 54 specimen shrub plantings and over 1700 additional shrubs within the site. The species, location and size of plantings are generally acceptable. The additional landscaping will positively contribute to the local landscape and support local wildlife. In the event Members support the proposal, conditions relating to tree protection, landscaping and maintenance area recommended.

7.10 There have also been a number of objections, together with a petition objecting on the grounds that the development would adversely affect the character of the area and the recreational value of Belle Vue Terrace. This relates to the open views people enjoy while walking along Belle Vue Terrace into and out of the city. The matter of views has been discussed earlier in the report. This is a very subjective matter and whilst some residents and members of the public have objected on these grounds, some people may view the presence of the proposed development a positive contribution to the appearance and character of the area. It is contended that the presence of the development would not significantly affect the recreational value of Belle Vue Terrace or reduce people using this route to access the city. This is a matter which would not substantiate any further debate or a reason for refusing planning permission.

7.11 **Residential Amenity**

Residential amenity considerations relate to matters such as outlook, privacy, and overbearingness. A right to a view is not a planning consideration. The proposed development results in a significant increase in urban form in an area that was previously open. The issue over filling the 'gap' has been discussed earlier in the report – this particular issue relates to urban design rather than residential amenity. The proposed development sits alongside Greaves Road, which is a key route into and out of the city where there are a number of commercial uses in the vicinity. The development is, however, bound by residential development to all sides. Despite the significant levels of objections against the proposal from residents of surrounding streets, it is contended that the residents most affected by the development are those on Ash Grove and Brunton Road.

7.12 The Council's SPG 'Residential Design Code' sets out a number of basic design principles to ensure development is appropriately integrated into its surroundings with due regard to residential amenity. The Council's standard separation distances are a key tool to assess development and the impact of development on nearby residents, particularly in terms of overlooking and overbearingness. In short, this policy requires 21m between habitable windows and 12m where a habitable window faces a side wall (or a blank wall). The policy does, however, adopt a flexible approach in dense urban locations or on sloping sites where the developer can demonstrate no adverse impact. In this case, the proposed development maintains between 32m-36m between the front elevation of the development and the front elevations of properties on Belle Vue Terrace, which are mix of two and three storey properties facing the proposed development. This separation distance is considered more than sufficient to ensure privacy, overlooking and overbearingness is not a significant concern bearing in mind Belle Vue Terrace occupies an elevated position and is separated from the development by the A6. Views are also interrupted with the mature trees which line the street. The separation distance between the development and the side elevation of the property south of the scheme on Greaves

Road (Cowan Construction building) is 12m. There are large windows on the adjacent commercial property facing the application site. Amended plans have been submitted to address the potential overlooking issues from and to the proposed habitable accommodation on this elevation. An oriel window addresses this with obscure glazing directly facing the adjacent building. This level of separation and treatment to the windows is acceptable.

7.13 Turning to the more controversial elevations: the separation between the proposed development and the terraces on Brunton Road is less than 21m with habitable windows facing habitable windows (between 14m and 18m – the separation distance increases downhill). This is generally regarded unacceptable, however, it is vital to consider the relationship the existing building had with these neighbouring properties and the character and urban form of the area. The scale of the proposed building is not so dissimilar to the existing building – this is shown on the proposed north elevation – in which case there is no significant overbearing impact from this position. In terms of windows, there were existing windows overlooking these properties mainly associated with the communal space within the hotel, although there were some bedroom windows facing Brunton Road (in fact these windows were closer than the proposed development). The residential use of the development is probably more intensive than the hotel use and the impact on residential amenity is a greater consideration, however, setting the development further back from Brunton Road would be unjustified given the presence of the existing building. It would also be considered out of keeping with the urban grain of the street. The development needs to provide a frontage along Brunton Road, setting the development back would weaken the strong building line and streetscene along this road. The separation distance between existing properties facing one another on either side of the street is circa 14m. In this particular case, the proposed separation distances are regarded acceptable.

7.14 Ash Grove is located behind the development at a much lower ground level. A large retaining wall faces the carriageway of Ash Grove. The properties considered most affected are Nos. 2 – 14 Ash Grove as these properties face the closest part of the development. The separation distance between the development and these properties is between circa 15m – 17m (15m at the closest part). The elevation has been designed to have only non-habitable windows facing Ash Grove. In which case the accepted interface distance is 12m in accordance with the Council's Residential Design Code. In policy terms, this level of separation is regarded acceptable and would not result in any undue overlooking or loss of privacy. The issue is one of overbearingness as a consequence of the bulk and massing of the development. The bulk and massing of the development, in particular the element closest to these properties, is not dissimilar to the scale of the existing building, although it is accepted it is slightly larger and of a different form. In order to visually break up the massing of the development, the use of zinc cladding on the upper levels of the development provides a sense of subserviency – the illusion that it is accommodation within the roof space also helps reduce any overbearing impact and loss of outlook. The separation distance between this street and the main wing of the development fronting Greaves Road is in excess of 37m. Despite objections to the contrary, it is contended that the development would not have a significant adverse affect on the living conditions of those residents living close to the application site. It is not disputed that residents will loose out on the open views they have previously enjoyed and the appearance of the area will change, however, such a change is not unacceptable in planning terms. With due regard to site topography, the urban grain of the area, the scale of the existing building it is contended that the interface distances in this location are acceptable and that the development would not result in a significant overbearing outlook or loss of privacy to warrant a refusal of planning permission.

7.15 **Highway Considerations**

The proposed development is situated in a highly sustainable location close to the main bus routes into and out of the city and to nearby villages and towns, close to the strategic cycle network and within easy reach (by bus) of the main railway line. It is also within walking distance to local amenities and services, such as the local shops, hairdressers, the hospital and churches. The planning application has been submitted with a Transport Statement (TS). This provides information on the access, sustainability matters, traffic generation and parking demands associated with the proposal. As noted in the proposals section of this report, the main vehicular access to the site shall be off Ash Grove; the existing access will be closed off and a new access formed adjacent to the old in order to achieve appropriate sightlines. Ash Grove is a single carriageway two-way road typically 7m wide with 1.8m footways on both sides of the road. It is a residential street subject to a 30mph speed limit. Given there is no net increase in access points off Ash Grove, and that the access to the hotel has successfully operated off Ash Grove historically, there are no highway objections to the revised point of access, particularly given visibility is improved by the proposal.

- 7.16 With regards to traffic generation, the TS has used a mean trip rates established from surveys undertaken at similar developments managed by the developer, to ascertain the volume of traffic likely to be generated by this development. This indicates 92 vehicles movements per day, with 13 movements (two-way) occurring in the peak hour. If the highest trip rates were used for analysis purposes 147 vehicles movements would be predicted with 21 movements (two-way) at peak hour. The developer has chosen to ignore the existing trips from the existing hotel use in order to provide robustness into the trip rates that they have used. Despite objections to the contrary and concerns about the quality of the TS, County Highways has concluded that even if the highest trip rates from other surveyed developments were to be used there would be no highway capacity issues likely to be associated with the development.
- 7.17 Turning to car parking provision; the proposed development (in its revised form) proposes 23 car parking spaces including 5 mobility spaces. The development is for 54 apartments; if all the bedrooms were singularly occupied there would be 74 residents (taking into account the two-bedrooms apartments). In addition there is likelihood that some apartments would be occupied by couples. Based on the County parking standards, if the scheme was a typical nursing home the parking standards indicate 15 spaces would be sufficient; if it was general housing then 74 parking spaces would be the appropriate level of parking (however, in sustainable locations such as this, one may expect this to be less), and; if it was a sheltered housing scheme then 18 spaces would be considered appropriate level of parking. The developer has used similar developments elsewhere to help predict the required level of parking provision for the proposed development. County Highways has indicated that the appropriate base level of parking should be between 18 and 27 spaces. The scheme proposes 23 spaces. In addition to the number of residents predicted, the development will generate jobs for 14 full-time staff and 9 part-time staff. The development will be staffed 24/7, although not all the staff employed will be on site at any one time. Staff and visitors are more likely to use public transport to get to and from the site. However, it is understood that many may use private cars if visiting the site outside normal working hours for example. Cycle provision is provided within the building itself and is most likely to be used by staff/visitors. It is understood that the car parking spaces would be allocated to residents using a parking permit scheme. Officers, in consultation with County Highways, have requested further information about the parking permit regime, as at this stage it is not clear from the submission how many spaces would be given over to residents and how many would be retained for staff/visitors. A verbal update on this matter will be provided.
- 7.18 There is much debate and concern by local residents that the level of parking is not adequate and would inevitably result in an increase in on-street parking on the surrounding streets. These streets, including Ash Grove, Bridge Road and Brunton Road are unrestricted roads and are used (according to residents) by commuters, students and the residents themselves. They are also used during the weekends by residents of Belle Vue Terrace who chose to park their cars away from Belle Vue Terrace due to vandalism and damage to cars when people are walking home along the Terrace late in the evening. Officers are aware of these concerns and as a consequence remain in negotiations with the developer on this matter, in particular on the details of the car park management strategy. Notwithstanding this, it is noted that County Highways indicates parking between 18 and 27 is likely to be an appropriate level of parking for this development, irrespective of the car park management plan. With regards to concerns about the level of residents parking on site, it should be noted that the proposed development is catering specifically for the elderly (over 70years) and more likely to be used by the frail elderly with a greater need for additional care packages – this is reflected in the service charges. People at 70 years plus that are fit and well are more likely to opt to live in sheltered accommodation without the burden of high service charges for care that they do not need. In which case, car ownership is likely to be less than car ownership associated with conventional housing or even sheltered accommodation. Furthermore, moving into this form of accommodation is a lifestyle change and often results in residents giving up car ownership. Equally, if residents are aware there is a permit system, they too may think twice about whether or not they need a car. Those residents that are mobile have ready access to local bus service immediately outside the application site. In terms of parking demand, other than addressing how the level of parking will be managed and staff /visitors will be catered for, overall the parking requirements are unlikely to cause severe highway impacts. The developer contends that the guidance in Manual for Streets' clearly indicates that there is no over-riding need to avoid on-street parking. They also contend that in this case, car parking requirements will be met on site and on-street parking is only likely to be in exceptional circumstances. Officers will update Members on the further information requested and further comments from County Highways on this matter.

- 7.19 Aside from the above, County Highways has indicated that there is a requirement for off-site highway works. This includes the following:
- Removal of the taxi rank located on Ash Grove (this will off-set loss of kerbside parking on Ash Grove as a result of the new access)
 - Previous dropped kerb at service access point on Brunton Road to be replaced with full height kerb and footway reinstated
 - Off-site works at Bridge Street and Brunton Road junctions to improve pedestrian safety (by way of kerbed build outs to provide level crossing)

These requests seem reasonable from a planning point of view and should be undertaken to ensure the development is acceptable in highway terms. Officers are currently waiting on a response from the developer with regards to these requests. A verbal update will be provided. Air quality and noise impacts have been considered by the developer and assessed by the Council's Environmental Health Service. There are no objections on air quality grounds or noise grounds in relation to traffic impacts, the proximity to the main road or the implications of building on this site. The latter has been a concern aired by residents, indicating that building on the 'gap' would prevent the natural dispersal of noise and pollutants from the main road – it would create a funnel effect and cause an increase in noise/pollutants by reflection against the building. This is not a significant reason for opposing the development, particularly given no objections from Environmental Health Officers.

- 7.20 In summary, subject to clarification on the car parking management in relation to staff/visitor parking and confirmation that the developer is prepared to undertake the proposed off-site highway works, the development will not adversely affect the highway network. In accordance with the NPPF, development should only be prevented or refused on transport grounds where the residual cumulative impacts of the development are severe. County Highways has not objected to the development and on this basis, it is likely that the highway matters can be resolved and subsequently controlled by condition.

7.21 **Other considerations – community involvement**

Despite comments to the contrary, the applicants have taken community involvement seriously by appointing community consultation specialists to undertake pre-application consultation with the local community. A public exhibition was held in February 2012 and was well attended with subsequent meetings with individuals, stakeholders and ward Members later in the year.

8.0 Planning Obligations

- 8.1 There are no planning obligations to consider as part of this application.

9.0 Conclusions

- 9.1 Subject to the two outstanding matters (trees and car park management) and further consultation, Members are recommended that planning permission should be granted. The reasons for this is summarised as follows:

The development would bring about the redevelopment of a brownfield site within a very sustainable and prominent location. The proposal for extra care accommodation for the elderly will contribute to local housing needs now and in the future and will as a result provide social, economic and planning benefits to the wider community. Despite much opposition to the scheme, the design and scale of the development is not considered to have a significant adverse effect on the local townscape or the setting of the adjacent conservation area and in the whole constitutes good design. In terms of residential amenity, the proposal has designed out (from the outset) any significant adverse impacts by a gradual reduction in scale to the rear towards Ash Grove, maintaining appropriate separation distances and careful treatment of the fenestration, in particular the location of habitable windows. With regards to landscaping, subject to a scheme which involves the retention of the existing trees along the rear boundary, it is envisaged that the existing trees together with new planting will improve biodiversity and provide a pleasant "green" aspect to the development. Finally, subject to confirmation that off-site highway works will be undertaken to improve pedestrian safety and a car parking management strategy is provided that offers reassurances that staff and visitors will be able to park on site, the highway implications associated with the development are not considered unduly detrimental to highway safety and convenience. On this basis, the development fully accords with the principles of sustainable development and is considered compliant with the Development Plan and the NPPF.

Recommendation

Subject to no significant objections being raised by consultees and members of the public in response to the recently received amended plans and supporting information and confirmation that the developer is agreeable to the suggested off-site highway works and the retention of existing trees; that Planning Permission **BE GRANTED** subject to the following conditions:

- 1 Time Limit
- 2 Amended Plans
- 3 Development in accordance with the approved plans
- 4 Use as Extra Care Assisted Living Scheme (as applied for)
- 5 Age restriction (70 years plus)/operational management plan
- 6 Access to be provided in full
- 7 Closure of existing access
- 8 Car parking/mobility and cycle provision to be provided
- 9 Car park management plan (to be confirmed)
- 10 Scheme for off-site highway works (to be confirmed)
- 11 No occupation until off-site highway works implemented (to be confirmed)
- 12 Wheel washing facilities
- 13 Notwithstanding details submitted, the natural stonework to new build to be agreed (inc mortar/pointing)
- 14 Natural stonework to infill sections on existing elevations of hotel (inc mortar/pointing)
- 15 Scheme for stone cleaning to existing hotel and boundary walls
- 16 Any new natural slate to match existing/re-use of slate/stone
- 17 Details of all new windows (including replacement windows to former hotel elevations), doors, curtain glazing and glazed link
- 18 Details of zinc cladding/fascias/roofing/rain water goods
- 19 Details of balconies (inc balustrades and hand rails)
- 20 Details of boundary walls/enclosures
- 21 Tree Protection (to be confirmed)
- 22 Arboricultural Method Statement (to be confirmed)
- 23 Landscaping and maintenance
- 24 Bat survey – if no demolition before summer 2013, further survey work to be undertaken. If bats identified mitigation to be submitted and agreed
- 25 Scheme for bat mitigation (bat boxes in new build)
- 26 Construction hours
- 27 Scheme for dust control
- 28 Unforeseen contamination
- 29 Development to be carried out in accordance with noise assessment and mitigation measures identified
- 30 Obscure glazing on south elevation and west elevation facing Nos 2-14 Ash Grove
- 31 No windows/doors to be inserted without prior consent of the Local Planning Authority

Human Rights Act

This recommendation has been reached after consideration of the provisions of The Human Rights Act. Unless otherwise stated in this report, the issues arising do not appear to be of such magnitude to override the responsibility of the City Council to regulate land use for the benefit of the community as a whole, in accordance with national law.

Background Papers

None